GEOGRAPHIC NEWS BULLETINS

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(The National Geographic Society is a scientific and educational Society, wholly altruistic, incorporated under the Federal law as a non-commercial institution for the increase of geographic knowledge and its popular diffusion.)

General Headquarters, Washington, D. C.

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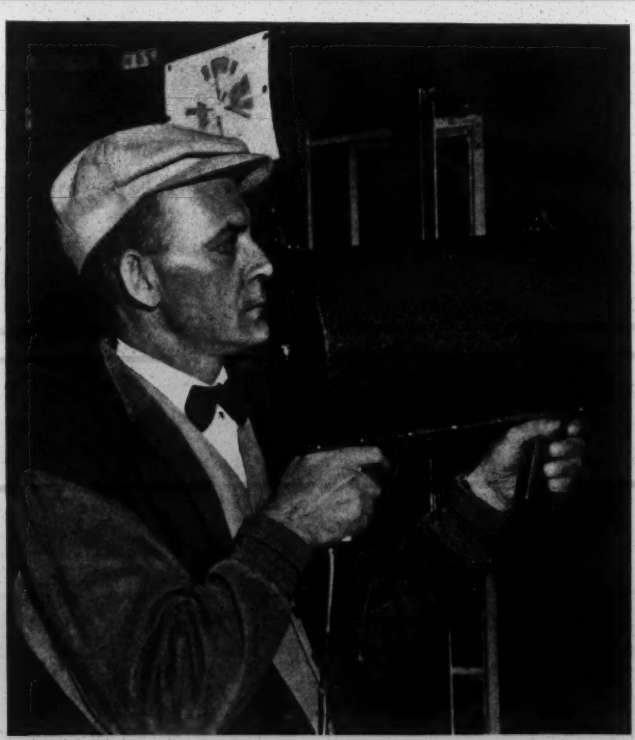

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BUSY AIRPORTS NOW NEED A "TRAFFIC COP"

A green beam, turned on a plane, indicates that the way is clear for a landing. A red beam is a signal to the pilot that other planes are landing or taking off (See Bulletin No. 4).

HOW TEACHERS MAY OBTAIN THE BULLETINS

The Geographic News Bulletins are published weekly throughout the school year (thirty issues) and will be mailed to teachers for one year upon receipt of 25 cents (in stamps or money order). Entered as second-class matter, January 27, 1922, at the Post Office at Washington, D. C., under the Act of March 3, 1879. Acceptance for mailing at special rate of postage provided for in section 1103, Act of October 3, 1917, authorized February 9, 1922.

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Princes of Inner Mongolia Form New State

CEREMONIALS that recalled the colorful days of Genghis Khan, the great Mongolian warrior who pushed his empire to the limits of the world of his day, attended the formation of the new independent State of Inner Mongolia recently.

Meeting at Peilingmiao, one hundred and seventy Mongolian princes dressed in brilliant robes of saffron and maroon decided that officials of the new nation will receive sheep, not money, as pay, and that the "capital" of the new nation will consist of 100 yurts, or felt tents, pitched around the "pool of heaven" at Tientchih.

Inner Mongolia is that part of the vast, sparsely-settled domain between China and Siberia that lies nearest to the northern row of Chinese provinces. Once it extended into Manchuria and embraced a large portion of Jehol, which has recently fallen under Manchukuoan control. The Gobi Desert is the geographical barrier between the two portions of the Mongolian plateau lands.

A "Land of the Middle Ages"

In many respects Inner Mongolia is a "Land of the Middle Ages." Mongol horsemen still lasso wild ponies with slip nooses on long poles, and a reception for the Dalai Lama attracts rainbow-hued, silk-robed princes across hundreds of miles of rolling plains. The Mongol chiefs still prefer to live in felt yurts, or tents, as did their ancestors, and visitors of note are received not in permanent buildings but in yurts which are entered through a wooden vestibule.

The modern traveler can reach this little-known region to-day most easily by railway line from Peiping to Paotowchen. The latter city is the hopping-off place for nomad life such as the deepest recesses of the Sahara no longer offer. North of Paotowchen a fair motor trail climbs to the bleak Inner Mongolian plateau where thousands of gazelles can be seen at once, and in whose hills a wide variety of horned game awaits the hunter.

On the plateau are several Catholic Mission Stations whose main contact with the outside world comes when a party of huntsmen seeks shelter while enjoying some of the finest, and least known, hunting in Asia.

Crossed by Trans-Asia Expedition

American motor cars more or less regularly follow the Mongolian trails. Although communication with Urga, the capital of Outer Mongolia, is less common than formerly owing to political barriers, there are a score of interesting regions within easy reach of Paotowchen or Kalgan.

The Citroën-Haardt Trans-Asia Expedition, on its way from Paotowchen to Kalgan, looped north through Inner Mongolia, visited the lamaseries at Peilingmiao and Sharamuren, and passed Chinese New Year's Day as guests of Prince Hsi Su Nying at his desert "camp" before descending on Kalgan over the first of two difficult passes leading down from the Mongolian plateau. The road from Kalgan to Peiping, by way of the famous Nankow Pass which pierces the Great Wall at one of its most picturesque spots, has been much improved recently.

Near the Mongolian threshold to Peiping is an isolated region now open to the adventuring motorist. The tourist who seeks unusual experiences may spend a week in surroundings unknown to all but a few, but well worthy of study. No early Buddhist grottoes in Asia are as accessible as those of Yün-kang. Near them now pass modern sleeping and dining cars. But only a few hardy travelers will leave

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Photograph by Rudo Bruner-Dvorak

CZECHOSLOVAKIA HAS ITS SHARE OF ROMANTIC CASTLES

This picture palace, crowning a lofty hilltop between Praha (Prague) and Plzen (Pilsen), was once the home of Emperor Charles IV. Equally picturesque is the quaint little village of Carlstein nestling at its feet (See Bulletin No. 2).

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Czechoslovakia Likes American Goods

THE Republic of Czechoslovakia last month celebrated its fifteenth anniversary. The event is of unusual interest to the United States, not only because representatives of the new nation wrote its Declaration of Independence in a Washington, D. C., hotel (and shortened it so that a Boston newspaper might print it in full), but also because Czechoslovakia is still an important buyer of American products.

New European tariff "walls" and world-wide depression have slowed up the exchange of commodities between the two nations, but recent trade reports show that Czechoslovakia bought $33,400,000 worth of U. S. products in 1931. Only Germany exceeded this country as a salesman in Czechoslovakia that year.

If "Made in the United States" were printed on all American goods sold in Czechoslovakia in the last fifteen years, American travelers would feel at home anywhere in the central European republic.

Radios, Clocks, and Canned Food

Radios from Philadelphia, Camden, and Chicago pick up broadcasts in a dozen different languages in Czech living rooms. American clocks tick on Czechoslovakian mantels. American iceboxes, electric and otherwise, in Czechoslovakian kitchens preserve a part of the thousands of pounds of American lard and American bacon imported annually.

Many Czechoslovakian pantry shelves are stocked with cans of California fruit. There also are cartons of dried Virginia apples, California apricots, raisins, and prunes, sacks of flour from Minnesota, and rice.

American electric furnaces that heat some Czechoslovakian homes, and American electric lights are connected with American-equipped power plants by copper wire from copper refineries of Montana, Colorado and Utah. Electric coffee pots, electric irons and electric toasters bear familiar American trademarks.

Czechoslovakian medicine cabinets contain an array of American chemicals. American toilet soaps are popular and American tooth pastes are not uncommon. Many men of the Central European Republic use American shaving soaps and creams and American razors, and the "drug-store blush" of some Czechoslovakian girls originated in a New York cosmetic factory.

Even talcum powder for the Czechoslovakian baby appears in the list of important American exports.

American Typewriters Used

Czechoslovakian offices echo with the rat-a-tat-tat of American typewriters, mingled with the gear clash of American calculating machines. There also American duplicating machines turn out reams of circular letters. American rubber bands and erasers are office necessaries.

American cash registers in corner stores ring up the price of American chewing gum and confections. In Czechoslovakian streets automobiles from Michigan and motorcycles from a half-dozen States, equipped with tires from Ohio, dodge native carts and rambling donkeys. Spark plugs—thousands of them—are imported to keep Czechoslovakian motors running.

American busses roll over good and bad Czechoslovakian roads. Even in remote districts, passengers see Czechoslovakian farmers mounted on American

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the luxury of the railway, however much Buddhist carvings enliven old grottoes, or Mongol tribesmen spatter golden, purple, and red robes across the barren plateau.

Note: The little-known but fascinating life of Inner Mongolia, Outer Mongolia, and Mongol tribes is described and illustrated in: "Explorations in the Gobi Desert," *National Geographic Magazine*, June, 1933; "Here in Manchuria," February, 1933; "From the Mediterranean to the Yellow Sea by Motor," November, 1932; "Raft Life on the Hwang Ho," June, 1932; "Byroads and Backwoods of Manchuria," January, 1932; "Manchuria, Promised Land of Asia," October, 1929; "The Desert Road to Turkestan," June, 1929; "World's Greatest Overland Explorer (Marco Polo)," November, 1928; "The Road to Wang Ye Fu," February, 1926; and "The Great Wall in China," February, 1923.

Bulletin No. 1, November 20, 1933.

NOTICE TO TEACHERS IN ILLINOIS, OHIO, LOUISIANA, and WASHINGTON (STATE)

The National Geographic Society has available for teachers and students a limited number of copies of the *National Geographic Magazine* (May, 1931; May, 1932; April, 1930; February, 1933) containing the articles describing the above named States. Each article includes more than three score photographs, many in natural color, as well as maps, and data about the industries, resources, customs, and history of the States. While the supply lasts copies of these issues will be sent postpaid, to teachers and students only, in lots of ten or more, at the rate of ten cents (10c) per copy.

For students in history classes the Society will also send copies of the January, 1931, issue of the *National Geographic Magazine*, containing "The Travels of George Washington" (with special map insert), on the same terms.

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THE WATER WAGON OF A MONGOL YURT VILLAGE

Yurts, or felt tents, are ideally suited to the roving life of the Inner Mongolian plains. They are warm and may be moved easily from place to place. Some of them possess elaborate wooden vestibules or doorways. The yurts shown were placed in front of the permanent buildings of a lamasery.

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Cotton Is Still King of Fibers (Part II)

EDITOR'S NOTE—Scores of requests have been received from teachers and students in every part of the country for photographs and material about cotton. To meet these requests the School Service of the National Geographic Society has prepared a story about the sources, growth, and uses of cotton, for publication in two parts. This is the second part.

ONE who holds in his hand a pound of light, fluffy cotton will find it difficult to realize that about 12,000,000,000 such handfuls were produced on the world's cotton plantations last year. Pressed into so-called farmers' bales, these handfuls would make about 24,000,000 bales. Laid in contact on the ground like gigantic bricks, they would make a solid cotton "highway" two-and-one-fourth feet thick and nearly 28 feet wide from Boston to Los Angeles.

More than one-half of the highway would be built of American cotton, produced in our Southern States, and New Mexico, Arizona and California. Indian cotton would build about one-sixth of such a highway, China cotton about one-ninth, Russian cotton about one-twelfth, and farms of Egypt, Brazil, Uganda, and many minor producing regions of the world would furnish the remainder.

Your guess as to where and when cotton originated is, perhaps, as good as that of any one else. Museums display cotton fabrics used in prehistoric times. Long before the Christian era the cotton fiber was popular among weavers and wearers.

Cotton Here When Explorers Arrived

A manuscript of about 800 B.C. referred to the plant. The Romans made it popular in Europe. Columbus noted that cotton grew abundantly in the West Indies, and other famous Spanish and Portuguese explorers found it growing and in use in Mexico, Peru, Brazil and India. In Mexico it was the chief material used for making clothing when the Spaniards arrived.

More than 40 million acres, or an area nearly as large as Pennsylvania, New Jersey, Delaware, and Connecticut combined, produces American cotton. The seeds are planted in rows three to four feet apart. When the plants are several inches tall the rows are hoed by hand, and healthy plants 12 to 18 inches apart are left to develop. At maturity the plants are virtually sturdy trees three to four feet high.

The cotton flower is snow-white when the bud bursts. Later it changes through pink to red. The red petals fall, leaving at their base a little green boll slightly larger than a pea. The boll slowly swells to nearly the size of a golf ball. Then it ripens, bursts open, and in a day or two becomes a mass of fluffy white cotton, ready to pick. Nearly all cotton is picked by hand, but experiments are constantly being carried out to develop machinery to perform this work.

Seeds Must Be Removed

About two-thirds of the weight of cotton direct from the fields is seed and the remainder lint or fiber. The latter adheres doggedly to the seed. To separate them, the raw cotton must pass through a "gin" (derived from "engine"). The seeds drop into a chute which carries them to a seed room; the lint is taken by belt conveyers to presses where it is squeezed into bales weighing approximately 500 pounds. Covered with cotton or jute bagging, the bales then move to the cotton mills or into world commerce.

Cotton seed was a waste product until after the Civil War. It was burned, thrown aside to rot, or shoveled into rivers. This former waste material now is worth about $200,000,000 annually. The seeds are "ginned" again so that the tiny adhering bits of cotton or "linters" are removed.

Cotton-seed meal makes cattle food, fertilizer and flour, and meat substitutes for human consumption. Cotton-seed oil is used as shortening and an ingredient of some soaps, cosmetics, artificial leathers, oilcloths, roofing, butter substitutes, candles and waxes. It also is burned in miners' lamps and used by packers of fruits, olives, sardines and vegetables.

The manufacturer of guncotton, smokeless powder, synthetic resins, stuffing for baseballs and horse collars is aided by cotton-seed hulls.

Linters Have Many Uses

From linters is made bakelite for automobile battery boxes and radio panels; cotton batting for comforters, cushions, pillows, stair pads and upholstery; cellophane for non-shatterable glass, wrappers for food, candy, cigars, and men's shirts; collodion, for medical and repair purposes; fabrics for auto tops, belts, pocketbooks, and linoleum; films, for photography; lacquers for

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tractors while American-made binders, thrashers and harvesters in the barns await their turn at the crops. The farmer's machinery, and the bus the traveler rides in, often are lubricated by American oil and grease.

Bathing Suits and Fountain Pens

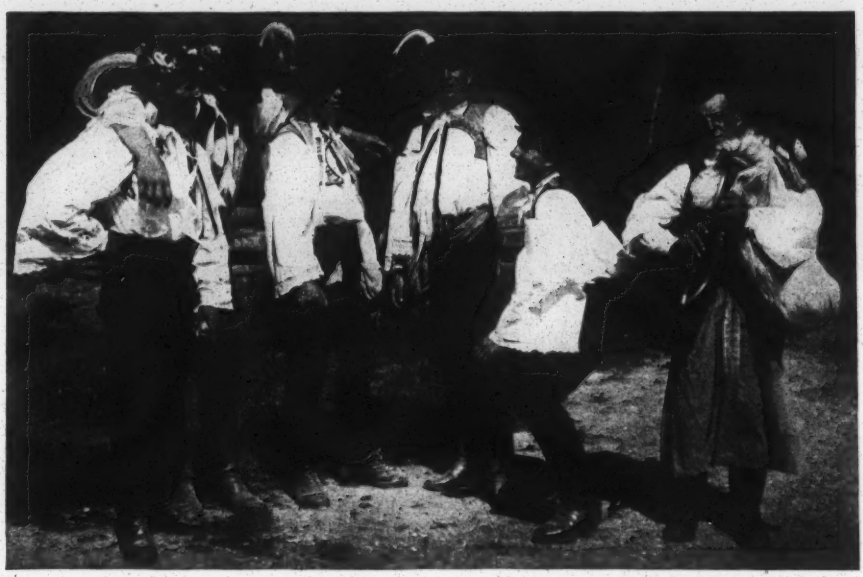
At inland beaches Mr. and Mrs. Czechoslovakia wear American-made bathing suits. Rainy days bring out American rubber shoes on the city's sidewalks. American paint sprayers have spread many square feet of American paint in Czechoslovakia and American fountain pens have traced many linear feet of ink over Czechoslovakian papers.

American machinery in Czechoslovakian cotton mills weaves cotton cloth from American raw cotton, and some Czechoslovakian newspapers are printed on American presses on paper made by American paper and pulp machinery.

American musical instruments vie with European instruments in Czechoslovakian orchestras. Movie films and thousands of dollars worth of American books, maps, magazines, and pictures are imported for Czechoslovakian amusement and education.

Note: For other references, and colored photographs of Czechoslovakia see: "When Czechoslovakia Puts a Falcon Feather in Its Cap," *National Geographic Magazine*, January, 1933; "The Danube, Highway of Races," December, 1929; "Hospitality of the Czechs," June, 1927; "Looking Down on Europe," March, 1925; "The Battle-Line of Languages in Western Europe," February, 1923; "The New Map of Europe" and "Czechoslovakia, Key-Land to Central Europe," February, 1921; "The Races of Europe," December, 1918; and "Bohemia and the Czechs," February, 1917.

Bulletin No. 2, November 20, 1933.



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CZECHOSLOVAKIAN CLOSE-HARMONY

Peasants of the Moravian district of the Republic, where this picture was taken, love music and dancing. On holidays they make merry to the strains of sheepskin bagpipes. A great national festival of dancing and physical culture exercises, called the sokol, is held every six years in Praha (Prague), the capital.

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Newark Airport, World's Busiest Air Terminal

MANY railroad stations were not so busy during the first nine months of 1933 as Newark Airport. On October 29th the 100,000th paid air passenger cleared the terminal, the world's busiest airport. In the nine-month period of 1933 Newark Airport showed a 120 per cent increase in air express service, while air-mail dropped off only slightly, due to the increase in airmail rates.

Packages are now speeded across the country from Newark Airport to Los Angeles by air express in 22 hours. A California buyer who wired New York for certain goods on one day had the goods on display in his store the following afternoon.

Once a Useless Swamp

Opened to air traffic in September, 1930, Newark Airport has risen rapidly to the position of the world's premier airport and the chief aërial gateway to New York City and vicinity. This 200-acre section of the once-useless Meadows west of Newark Bay was a neglected swamp five years ago. In 1932 it handled more air traffic than London, Paris, and Berlin combined.

Newark Airport is essentially a commercial field. No stunting or aërial circuses are allowed, and private planes must pay storage charges. Even record flights are not encouraged, but several coast-to-coast hops have started or ended there.

Six transport companies and two local air lines scheduled a total of 89 planes daily in and out of Newark during 1932, and in addition a constant stream of unscheduled private and military planes used this municipal field, operated by the city of Newark. Seven great lanes of air traffic spread fan-wise from its broad runways.

One may board a comfortable transport plane at Newark Airport and travel continuously by air, with few changes of plane, to twenty nations in North and South America, or to any of the major cities of the United States.

Busses Connect with City Centers

In addition to a half-dozen hangars, the field is equipped with repair shops, a U. S. Airmail post-office, and weather stations of the Departments of Agriculture and Commerce. Fleet busses carry air passengers to and from the heart of New York, Newark, and Jersey City.

Timetables, modern waiting rooms, baggage porters and "plane gates" (see illustration, next page) indicate that passenger aviation is a regular transportation business to-day.

Note: Students interested in aviation and the development of aërial science should also consult: "Flying," and "New Jersey Now!" *National Geographic Magazine*, May, 1933; "Air Adventures in Peru," January, 1933; "Flying the World," June, 1932; "Skypaths Through Latin America," January, 1931; "Flying the World's Longest Air-Mail Route," March, 1930; "By Seaplane to Six Continents," September, 1928; "To Bogotá and Back by Air," May, 1928; "Seeing the World from the Air," March, 1928; "Seeing America with Lindbergh," January, 1928; "Air Conquest: From the Early Days of Giant Kites and Birdlike Gliders, the National Geographic Society Has Aided and Encouraged the Growth of Aviation," August, 1927; "Canada from the Air," October, 1926; "Exploring the Valley of the Amazon in a Hydroplane," April, 1926; and "On the Trail of the Air Mail," January, 1926.

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airplane dope, auto paints, and mending cement; plastics for fountain pens; rayon for dress goods, stockings and underwear; and a long list of other products that chemistry and industrial engineering have given to world commerce in recent years.

Day and night, all during the year, cotton in raw or manufactured form is moving over land and sea. Raw cotton is on its way to markets and textile mills, and manufactured products are en route to consumers in every part of the world.

From Houston (largest American cotton port), Galveston, New Orleans, Mobile, Savannah, and many other southern ports, cotton-laden ships plow the seas mainly to ports of the British Isles, Germany, Japan, France, and Italy. A fewer number are destined for China, Poland, Belgium, Spain, and Czechoslovakia. Indian cotton growers find their best market in Japan and China. Most Egyptian cotton is shipped to the British Isles, but some finds its way to the United States, where it is used alone or in combination with American cotton in the manufacture of special fabrics.

Note: Students preparing cotton projects, or units, will find helpful photographs and other information about the fiber in: "Surveying Through Khoresm," *National Geographic Magazine*, June, 1932; "Flights from Arctic to Equator" and "How Half the World Works," April, 1932; "Smoke Over Alabama," December, 1931; "New Hampshire, the Granite State," September, 1931; "Illinois, Crossroads of the Continent," May, 1931; "Under the South African Union," April, 1931; "Louisiana, Land of Perpetual Romance," April, 1930; "Arizona Comes of Age," January, 1929; "So Big Texas," June, 1928; "The Geography of China," June, 1927; "Farmers Since the Days of Noah," April, 1927; "Marching Through Georgia Sixty Years After," September, 1926; "Motor-Coaching Through North Carolina," May, 1926; "The Amazon, Father of Waters," April, 1926; "The Land of Egypt," March, 1926; "The Romance of Science in Polynesia," October, 1925; "Adventures Among the 'Lost Tribes of Islam,'" January, 1924; "The Geographical History of Asia Minor," November, 1922; "Along the Nile, Through Egypt and the Sudan," October, 1922; "The Story of the Ruhr," May, 1922; "Protecting the United States from Plant Pests," August, 1921; and "Massachusetts—Beehive of Business," March, 1920.

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Photograph courtesy Alabama Polytechnic Institute

FIGHTING INSECTS IN AN ALABAMA COTTON FIELD

The cotton grower must wage constant battle against worms, boll weevils, and other pests that menace his useful plants. Sometimes airplanes are employed to-day to dust entire plantations with calcium arsenate and other poisons.

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Blight Threatens Elm, Favored as National Tree

TWICE the American elm has come into the news recently. First, when government scientists warned the country against the spread of the Dutch elm disease; and, second, when it was announced that the elm was leading in a poll being taken to determine the popular choice for a national tree.

The Dutch elm disease (so called because Dutch forestry experts found the cause of the disease, not because it came from the Netherlands) is of grave concern to more than lumbermen. The American elm is perhaps our handsomest shade tree. Tree lovers do not want to see it suffer the fate of the chestnut, which blight wiped out in many parts of our country. Graceful and stately, the elm is one of the most familiar scenic features of roads, farms, villages, and even cities in more than half the area of the United States.

Sometimes Called White Elm

The American elm, or white elm as it is sometimes called, is native to a vast sweep of territory, extending from southern Newfoundland and the north shore of Lake Superior, west to the Black Hills of South Dakota, and south to Texas and Florida; but it is more numerous and it attains greater size in the northern part of its range. With its great arching limbs, upholding a spray of dark and beautiful foliage, the elm is unsurpassed as a shade tree, and, in the northeastern States, it is commonly used to beautify city streets and country roadsides, as well as public parks and estates.

In the National Capital several famous boulevards are lined with fine old elms which join their foliage overhead to form a cathedral arch of greenery above the streets. The appearance and charm of many New England villages would be entirely altered if their magnificent elm trees were lost. In some places in New England the elm reaches a height of 125 feet or more, and has a trunk diameter of from six to ten feet. The foliage spread sometimes equals or even exceeds the height (see illustration, next page).

It was under the shade of an elm at Cambridge, Massachusetts, that George Washington took command of the Continental Army in 1775. This tree was not an unusually large one, but the seven million leaves which it developed each year made a surface of foliage about five acres in extent.

Washington Elm on Capitol Grounds

Under another famous old elm on the banks of the Delaware, William Penn made his treaty of peace and friendship with the Indians. The stately elm on the Capitol grounds in Washington, east of the Senate Chamber, was planted, says tradition, by the first President himself more than a century and a third ago.

The American elm needs good rich soil and plenty of moisture, but it will also grow in the dry plains country. It flourishes in bottom lands and along streams. The wood of the elm is hard, strong, heavy, and tough. Ranging in color from light brown to almost white, it is used wherever strength and toughness are required, as in the manufacture of wagons, tool handles, wheels, barrels, and axles.

While the American elm may be easily recognized by its upward-sweeping limbs, it can also be identified by oval, sharply-pointed leaves which grow alternately on the twigs. The edges of the leaves are sharply-toothed, dark green above and lighter below.

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Photograph by Ewing Galloway

"REVVING" THE MOTORS AT THE WORLD'S BUSIEST AIRPORT

A big trimotor passenger plane goes through its ground tests before taking on travelers at the American Airways gate, Newark Airport. This terminal is the chief aërial gateway to the New York metropolitan district, and it is connected by speedy bus lines with adjacent cities. "Revving" is aviators' slang for checking the motor's revolutions per minute.

The name elm itself occurs in nearly all German and Scandinavian dialects, where, says one authority, "it plays through the vowels,"—"alm," "elm," "ilme," "olm," and "ulme." In each case it appears to come from the Latin "ulmus," which can be traced to an instrument for punishment, perhaps because slaves were commonly whipped with rods of elm.

Scientists have found that the Dutch elm disease is caused by a fungus which attacks the trees. Its presence in the elm follows the visits of either of two closely-related, bark-boring beetles. Thus far, the only method of combating the spread of the disease is to cut off the infected parts of the tree, or, if the entire tree is diseased, to chop it down and destroy the wood.

Note: For other photographs of the American elm and of regions in which it grows see: "New Hampshire, the Granite State," *National Geographic Magazine*, September, 1931; "Trailing History Down the Big Muddy," July, 1928; "The Home of the First Farmer of America," May, 1928; "Glimpses East and West in America," May, 1924; "The Transformation of Washington," June, 1923; and "The Land of the Best," April, 1916. See also in the GEOGRAPHIC NEWS BULLETIN: "'The Pines,' America's Best Known Tree Family," week of May 1, 1933; and "Sweden Takes Stock of Its Forests," week of March 13, 1933.

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PICTURE THIS ROAD WITHOUT ITS ELMS

A typical New England countryside. Overarching elms shade the roadway and the well at which work-horses quench their thirst. "A forest waving on a single stem," Oliver Wendell Holmes once defined the noble elm.